President Sommers's Connection with the Clubs-The New Yorks Will Not Play Here.

n of the year causes the sap to rise in the trees, just so certain does it cause the thoughts of the genus crank to revert to scenes of the diamond and to

circles. The tocsin of war will be sounded in Virginia early in April, and the clubs

will be composed of six clubs, and that the contest will be more evenly balanced than was the case last year.

than was the case last year.

The Dispatch some days ago announced that it was probable that the New York that it was probable that the New York Glants would play here next month. Sectionally Woodall stated yeaterday that he could not arrange a date with them, as could not arrange a date with them, as also got one after the 28th, and CLEABLY DEMONSTRATED they could not come after the 28th, and the Element Cub will not assemble un-

Fitcher Callahan, whose John lineseck is securely affixed to one of linear lirady's contracts. The team will assemble here on March line and at once go into practice, Secretary Jenkins is in correspondence with linearch, Scranton Carbonale, Wake Forest College, New York, Washington, and Irrocklyn."

ky, who was right-fielder on the as last year, has been engaged to the Louisvilles the coming seahaid he says that his team will sur-ing many and will not finish last. He says him Gettinger and McGann, both and year's Richmonds. Gettinger will be given a regular place on the team in

BASE-BALL MATTERS. trial, and if he proves to be strong enough he will be used as a utility-man. Sandy McDermott, who officiated as umpire in this league, fins been appointed in the Eastern League.

THE ELECTION OF JUDGES. Portsmouth-Gossip Mr. Hardaway's Argument in Favor of a Constitutional Convention. ROANOKE, VA.

To the Editor of the Dispatch: Sunday's Dispatch contained an edi torial upon an article I wrote for the Roanoke Evening World, advocating the election of judges and other State officers by the direct vote of the people, The Dispatch did not define its position upon this important subject, but rather the thoughts of the genus crank to rever to scenes of the diamond and to conjure up pictures of the future in the base-ball arena.

This will be a great year in base-ball circles. The tocsh of war will be sounded in Virginia early in April, and the clubs composing the Virginia League will stroze the trees have become seared and yellow and fallerf to the ground for supremacy in the indications now are that the league will be composed of six clubs, and that the contest will be more evenly balanced than was the case last year.

The Dispatch some days ago announced than was the case last year.

The Dispatch some days ago announced that was probable that the New York. indicated that such a method of selection

and not arrange a date with them, as she yould not arrange a date with them, as she yould not come after the 28th, and he Elekthood Club will not assemble unit be 28th.

It is probable that the rules governing a mational game will be somewhat anged for this season. The following yould from Baltimore to this week's gring Life outlines them:

If Banion chairman of the Base-Ball season over the rules foolly himself, besides considering the restions sent by Harry Wright and rest to him, and he thinks that the drug rules should not be tampered, at all, everp to make the rubber e, against which a pitcher places his. It in the property when who has carefully with the property of the work on a pitcher place his in play, and that he should be allowed laction if with carth, but not by rule it on the ground. This is rule 14, lon 2, and the addition to the rule is a follows.

one of one entire position years, such that the many to properly done without parts when the parts after the place of the state of the parts of the

school Superintendents.

School Superintendents.

School Superintendents.

There should be elected, also, in the same way, for the period of four years, as superintendent of public schools for each district. All of these officers should be well paid, should hold no other omce, and be required to give their entire time to the duties of their respective positions. The purisdiction of the magistrates courts should be liberally enlarged, and in cities and counties where it may be recessary additional courts may be established. This plan is, I think, entirely feasible, and would work well. By its adoption, great expense would be saved to the State, better judges secured, justice more speedily and more efficiently adoption, great expense would be saved to the State, better judges secured, justices and, as foreshadowed in my week's letter, will be situated on street extended. The grounds emails level tract lexisio feet, and are accessible from all points of the scars and conveyances. Your corbint, in response to a request from all points of the scars and conveyances. Your corbint, in response to a request from all points of the scars and conveyances. Your corbint, in response to a request from the first district of the enclosures will be adopted. The enclosure will self-feet leaving 16 feet outside foot fence. These 16 feet will be all around, so that trespassers may strength of the enclosures with the salid green, caps, gray, with emerald-trimmings, and the word 'Ports-across the shirt-front in emerals.'

If Hargroves, a clever young centred who played with Suffolk last monstrosity that was lagrened upon us by allens, negrees, and scalawags, must go. Our elective franchise, legislative de-partment, government of cities and towns, county organization, educational system, and the system of taxation and finance, all demand revision. In other words, the Underwood Constitution is rotten to its core and should receive a complete over-hauling. Then, too, it is a painful re-minder of our shame, that a brave and free people will not tolerate much longer. Our State Government, under this Con-

(New York Herald.)
Oh! joyous is the winter snow,
When twinkling fires blaze and glow.
And merry sleigh-bells come and go
And flowing bowls contrive to flow;
"The bliss without a flaw!

Boreas is the god for me!
So hooray for the frozen tree,
The key wold and frigid lea;
Because, you bet, the deuce will be
When it begins to thaw!

PROPOSITIONS TO BE PUSHED.

Mr. Bloomberg's Sub-Committee to Meet This Week-Mr. W. F. Jenkins's Conduit Car System Will Come Into the Fight.

Mr. S. L. Bloomberg, chairman of the ub-committee from the Council Com mittee on Streets, which is to consider the question of extending the Broadstreet car-line and changing the motive power from mules to electricity, has called a meeting of that body for this afternoon at 4:30 o'clock. He says thinks the matter will be pushed along now with all possible haste con-sistent with the best interests of all concerned. The company represented by Mr. Julian Bryant, which desires franchises to build a viaduct over Broad street and operate an electric-line from the Exposi-tion grounds to Chimborazo Park, Is ready to be heard before the committee.

MR. JENKINS'S COMPANY.

Another Richmond gentleman, Mr. W. F. Jenkins, who has devoted the last five years to the invention and patenting of what he calls a conduit electric system will appear before Mr. Bloomberg and his associates and ask a similar grant.

Of universal worth.

When Eritons bold, in days, of old, Were battling against Rome, In vain essay to drive away. The invaders of their home, 'Twas fortune of my WHOLE to stand Defender of her father land, And with her people's fail to blend, Through all the years till time shall end, A woman's sad and tragic story, Vying in romance and glory With the Oriental sheen. That circles 'round Palmyra's Queen. Y. H. D.

A GALLANT SOLDIER.

(From the Scranton, Pa., Republican.)

well-known G. A. R. Comrade.

(From the Scranton, Pa., Republican.)

Mr. George E. Shafer, of 1559 Von Storch
Avenue. Scranton, Pa., wears the honored
hrown button of the Grand Army of the
Republic. He enlisted in Company A of the
Fitteenth Regiment, Pennsylvania Volunteer Infantry, at the outbreak of the war,
and after a year of service practiced his
trade, that of a machinist, with the army in
Tennessee. He is now a member of Griffin
Post, No. 139, of Scranton.

Mr. Shafer was a mere boy in those days,
and to-day he carries his 50 years lightly.
He says he has had very little sickness during his life, although for a number of years
past he has been troubled with dyspepsiaa disability that may be traced to his camp
life and his constant work in the shops.

"Dyspepsia doesn't bother me much now,
though." Mr. Shafer told a reporter.
"Pain-Killer was recommended to me, and
remembering its great efficacy in curing the
pains of soldier life. I tried it. Before that
I suffered upfold agony with that 'lump of
lead' that you have undoubtedly heard about
if you never experienced it. It is worse
than the lead from the musket of a foe. It
used to attack me at all sorts of times,
usually without warning. Before I began
to use Pain-Killer I could find no relief except to let it wear itself out and then be
careful about my diet. In fact, there was
nothing that I could eat and enjoy without the danger of bringing on an attack.
But now I have no trouble at all,' continued Mr. Shafer. "I cat what I please
and when I please, and enjoy the best of
health. If the 'lump of lead' appears I
aimply take two or three drops of PainKiller in a little water or milk, and it disspecars instanty. The result is I am never
without Pain-Killer, but always have it
with me wherever I go."

Those who have the most have it, as a rule, because they save the most. They're more eco-nomical. These people buy Pearline. Proof—in all

stores of the better class throughout the land, you'll find the sales of Pearline far in the lead. Now, these economical people wouldn't use

Pearline for their washing and cleaning, if they didn't find it to be just what we say-the most economical in

Send Peddlers and some unscrupulous grocers will tell-you "this is as good as" or "the same as Pearline." IT'S FALSE—Pearline is never peddled, and if your grocer sends you something in place of Pearline, be it Back honest—rend it back.

440

IAMES PYLE, New York. (Th Sakin

INSURANCE STATEMENTS

IPUBLISHED BY AUTHORITY OF THE AUDITOR OF PUBLIC ACCOUNTS OF THE STATE OF VIRGIN IA.] THE AGRICULTURAL INSURANCE COMPANY OF WATERTOWN, N.Y.

ANNUAL STATEMENT FOR THE YEAR ENDING DECEMBER 24, 1894,
OF THE CONDITION AND AFFAIRS OF THE AGRICULTURAL INSURANCE COMPANY OF WATERTOWN, N. Y., ORGANIZED UNDER
THE LAWS OF THE STATE OF NEW YORK, MADE TO THE AUDITOR OF PUBLIC ACCOUNTS OF THE COMMONWEALTH OF VIRGINIA, IN PURSUANCE OF THE LAWS OF VIRGINIA.

President—JEAN R. STEBBINS.
Vice-President—A. H. SAWYER.
Secretary—H. M. STEVENS.
Principal Office—22 WASHINGTON STREET, WATERTOWN, N. Y.
General Agents in Virginia—PLEASANTS & CRENSHAW.
Organized as Mutual—1863.
Incorporated as Stock—1863.
Commenced Business—February, 1853

I.-CAPITAL.

Value of real estate owned by the company dess the amount of encum-

Value of real estate owned by the company dess the amount of encumbrances thereon.

Loans on mortgage (duly recorded and being the first liens on the fee simple) upon which not more than one year's interest is due (of which 191.072.19 is in process of foreclosure).

Loans on mortgage (first liens) upon which more than one year's interest is due (of which 191.072.19 is in process of foreclosure).

Interest due on all said Mortgage loans, \$22.583.9; interest accrued thereon, \$13.467.89.

Value of lands mortgaged, exclusive of buildings and perishable improvements. \$2.516.735.90.

STOCKS, Be	ONDS, ETC.	
Carandaigua Water-Works Company'si bonds Union Pacific railroad bonds City of Kingston bonds City of Richmond bonds	\$ 1,000 00 2,000 00 141,600 00	Market Value. \$ 1,000 00 2,125 00 152,928 00 27,000 00
Dexter Sulphite Pulp and Paper Com- pany's bonds New York Central and Hudson-River	5,000 00 20,000 00	5,000 00 19,500 00
Illinois Central railroad stock Illinois Central railroad leased lines stock Western Union telegraph stock National Union Early stock	20,000 00 1,700 00 81,500 00 13,000 00	16,700 00 1,530 00 72,645 00 22,100 00
Watertown National Bank stock Excelsior Carriage Company's stock Underwriters' Salvage Company's stock. Union Building and Loan company's	2,500 00 500 00	9,000 00 2,500 00 500 00
certificate of deposit	10,000 00 \$333,400 00	10,000 00 \$342,838 00

derwriters' Salvage Company's stock	2,500 00 500 00	2,500 00 500 00	
ion Building and Loan company's certificate of deposit	10,000 00	10,000 00	
	\$333,400.00	\$342,838 00	
tal par and market value (carried out at market value)	**************	\$3	į.
COLLATER	AL LOANS,	Am't Loaned	
Par Value,	Value.	Thereon.	
e Bagley & Sewall-Company's stock \$23,700 00 inidad Asphalt Paving Com-	\$ 23,700 00	\$ 10,000 00	
manufa atook 10,000 00	12,500 00	8,000.00	
atertown National Bank stock. 1,000 00		1.050 00	
atertown National Bank stock. 500 60 atertown Spring-Wagon Com-		200 00	
pany's stock 7,000 00	7,700 00	7,000 00	
icago & Alton railroad stock 4.400 00	7.534 00	3.899.91	
estern Union felegraph stock 2,000 00		950 00	
rst National Bank of Car- thage stock	6,250 00	5,000 00	
stock 1,450 00	1,667 50	1,450 00	
its Mills Paper Company = 5 200 00	5 200 00	3 500 00	

stock
Feits Mills Paper Company's
stock
Rome, Watertown and Ogdensburg railroad stock
Remington Paper Company's 2,300.00 2,300 00 2,000 00 5,800 00 burg railroad stock
Reministon Paper Company's
stock
First National Bank of Frankfort stock
First National Bank of Herkimer stock
Deeds of real estate in cities of
New York and Brooklyn
stock
National Union Bank stock
New York Central and HudsonRiver railroad stock
Western Union Telegraph stock
Trinidad Asphalt Faving Company's stock
Watertown Spring-Wagon Company's stock
Watertown Spring-Wagon Company's stock
National Union Bank stock
2,000 00
National Union Bank stock
National Union Bank stock
National Union Bank stock
1,000 00
Real estate mortgages
40.00
Real estate mortgages 3,000 00 2.046 45 11,250 60 12,150 00 2,500 00

3,928 40 3,928 40 \$208,639 40 \$119,728 03 \$165,220.90

Aggregate amount of all the assets of the company, stated at their actual value

Gross claims for adjusted and unpaid losses due and to become due

Gross losses in process of adjustment, or in suspense, including all reported and supposed losses

Losses resisted, including interest, costs, and other expenses thereon 27,500 60

Total amount of si liabilities, except capital stock, and net surplus. \$1,505,301 75

Joint-stock capital actually paid up in cash 500,000 60

Surplus beyond capital and all other liabilities 255,425 72

Aggregate amount of all liabilities, including pald-up capital stock and net surplus

IV.-RECEIPTS DURING THE YEAR.

Aggregate amount of receipts actuall; received during the year in V .- DISBURSEMENTS DURING THE YEAR.

Gross amount actually paid for losses (including \$83,645.09, losses occurring in previous years).

Deduct all amounts actually received for salvages (whether on losses of the last or of previous years), \$2,183.52, and all amounts actually received for reinsurance in other companies, \$13,951.44. Total deductions.

Net amount paid during the year for losses

Cash dividends actually paid stockholders (amount of stockholders dividends declared during the year).

Paid for commission or brokerage.

Paid for salaries, fees, and all other charges of officers; clerks, agents, and all other employees.

Paid for State and local taxes in this and other States.

All other payments and expenditures—viz. general and agency expenses, postage, exchange, stationery, printing, advertising, board taxes, and maps Aggregate amount of actual disbursements during the year in cash.\$1,087,156 25

BUSINESS IN THE STATE OF VIRGINIA DURING THE YEAR.

JEAN R. STEBBINS, President., H. M. STEVENS, Secretary.
STATE OF NEW YORK-COUNTY OF JEFFERSON-CITY OF WATERTOWN:

and when I please, and enjoy the best of health. If the 'lump of lead' appears I simply take two or three drops of Pain-Killer in a little water or milk, and it disspects intensity. The result is I am never without Pain-Killer, but always have it with me wherever I go."

(10,Th,badw,fr)

| CENERAL AGENTS, | Company of Company of

RAILROAD LINES.

CONDENSED SCHEDULE. IN EFFECT JANUARY 20, 1886. TRAINS LEAVE RICHMOND, VA.

TRAINS LEAVE MICHMOND, VA.

12.35 A. M., SOUTHERN EXPRESS, daily for Danville, Greensbord, Winston-Salem. Sleepers Richmond, Va., to Danville and Salishury. Connects with the Florida Limited (No. 33), carrying sleepers to Augusta, Jackspoytile and St. Augustine, connecting at Jackssonville with sleeper for Tampa, and with the Washington and Southwestern Vestibuled Limited (No. 35), carrying sleepers Danville to Asheville and Hot Springs, Atlanta, Birmingham, Memphis, and New Orleans. Connections made at Memphis and New Orleans for all points in Texas and California, Richmond passengers can remain in sleeper and change at Salisbury at 7:15 A. M. Sleeper open for passengers at Salisbury at 7:15 A. M. Sleeper open for passengers at Moseley with Connects at Moseley with Farmville and Powhatan railroad; at Keysville for Clarksville, Oxford, Henderson, and Durham, and at Greensbord for Durham, Raleigh, and Winston-Salem, Carries sleepers New York to Jacksonville, Parlor-Car Atlanta to Birmingham.

6:00 P. M., LOCAL, daily, except Sunday, for Keysville and intermediate points.

6:45 A. M., From Atlanta and Jackson-ville.

YORK-RIVER LINE, VIA WEST POINT.

LEAVE RICHMOND.

A TLANTIC-COAST LINE.

SCHEDULE EFFECTIVE TUESDAY, JANUARY 8, 1895,

7:00 P. M., Petersburg. 8:20 P. M., Lynchburg and the West. J. R. KENLY. T. M. EMERSON, J. R. KENLY. Traffic Manager. General Manager. ja 5

SCHEDULE IN EFFECT NOVEMBER
18, 1894.
LEAVE RICHMOND, BYRD-STREET
STATION.
9:00 A. M. Daily-Richmond and Norfolk
EVERY TUESDAY, WEDNESEVERY TUESDAY, WEDNESE

LEAVE RICHMOND, BYRD-STREET

9:00 A. M. Dally -Richmond and Norfolk VESTIBULE LIMITED—Arrive Norfolk II:25 A. M. Stops only at Petersburg, Waverly, and Suffolk Second-class tickets not accepted for passage on this train.

9:05 A. M. Dally -THE CHICAGO EX-PRESS" for Lynchburg, Roanoke, Pullman Blaete Sleeper Roanoke to Columbus, and Chicago, Pullman Blaete Sleeper Roanoke to Columbus without Bristol, Knoxville, Chattanooga, and intermediate points, Pullman sleeper Radford to Chattanooga.

5:10 P. M. Dally, for Norfolk, Suffolk, Badl intermediate stations, Pullman sleeper Radford, Puluski, and Britols, With Washington Roanoke, With Washington Roanoke, With Washington Roanoke, With Washington Roanoke to Memphis and New Agans, Dining-car attached, Also, for Bluedian Sleepers Roanoke to Memphis and New Agans, Dining-car attached, Also, for Bluedian Sleeper Roanoke to Memphis and New Agans, Dining-car attached, Also, for Bluedian Sleeper Roanoke to Memphis and New Agans, Dining-car attached, Also, for Bluedian Sleeper Roanoke to Memphis and New Agans, Dining-car attached, Also, for Bluedian Sleeper Roanoke to Memphis and New Agans, Dining-car attached, Also, for Bluedian Sleeper Roanoke to Memphis and New Agans, Dining-car attached, Also, for Bluedian Sleeper Roanoke to Memphis and New Agans, Dining-car attached, Also, for Bluedian Sleeper Roanoke to Memphis and New Agans, Dining-car attached, Also, for Bluedian Sleeper Roanoke, Market Multi State States and New Agans, Dining-car attached, Also, for Bluedian Sleeper Roanoke, Market Multi State States and New Agans, Dining-car attached, Also, for Bluedian Sleeper Roanoke, Market Multi States States and Now Agans, States Stat

RAILROAD LINES. SOUTHERN RAILWAY RICHMOND, FREDERICKSBURG AND POTOMAG HALLROAD.
(PIEDMONT AIR-LINE).

LEAVE BYRD-STREET STATION.
7:00 A. M. Daily, for Washington and points North. Stops at Etha and local stations. Pullman

1.00 A. M. Dully, for Washington and points North. Stops at Elba and local stations. Pullman-Car.

7.30 A. M. Dully, except Monday. New York and Florida Special. All Vestibuled Pullman-Cars. No local stops. No extra fare other than Pullman charge.

12:00 M. Dully, except Sunday, for Washington and points North. Stops at Elba, Ashland. Doswell. Milford, Fredericksburg. Hrooke, and Widewater. Parlor-Car; also connects with Congressional Limited at Washington.

7:10 P. M. Dully, for Washington and points North. Stops at Elba, Ashland. Doswell. Milford, Fredericksburg. History. Brooke, and Widewater and other stations Sundays. Sleeper, Richmond to New York.

ARRIVE BYRD-STREET STATION.

8:40 A. M. Dully. Stops at Widewater, Brooke, Fredericksburg. Milford, Doswell, and Ashland and other stations Sundays. Sleeper, New York to Richmond.

2:45 P. M. Dully. Stops and Washington.

6:53 P. M. Dully. Stops end at Fredericksburg. Doswell, and Ashland and other stations and Elba. Parlor-Car from Washington.

6:53 P. M. Dully. Stops end at Fredericksburg. Doswell, and Ashland. Pullman-Cars from New York and Washington.

FREDERICKSE'G ACCOMMODATION. (Dully, except Sunday.)

4:20 P. M. Leaves Byrd-Street Station.

ASHLAND TRAINS. (Dully, except Sunday.)

6:42 A. M. Leaves Elba.

6:49 P. M. Arrives Elba.

6:40 A. M. Arrives Elba.

6:40 P. M. Arrives Elba.

6:41 A. M. Arrives Elba.

6:42 P. M. Arrives Elba.

6:44 A. M. Leaves Elba.

6:45 P. M. Arrives Elba.

6:46 P. M. Arrives Elba.

6:47 P. M. Arrives Elba.

6:48 P. M. Arrives Elba.

6:49 P. M. Leaves Elba.

6:49 P. M. Arrives Elba.

6:40 P. M. Arrives Elba.

6:41 P. M. Arrives Elba.

6:42 P. M. Arrives Elba.

6:44 P. M. Arrives Elba.

6:45 P. M. Arrives Elba.

6:46 P. M. Arrives Elba.

6:47 P. M. Arrives Elba.

6:48 P. M. Arrives Elba.

6:49 P. M. Arrives Elba.

6:49 P. M. Arrives Elba.

6:40 P. M. Arrives Elba.

6:41 P. M. Arrives Elba.

6:42 P. M. Arrives Elba.

6:43 P. M. Leaves Elba.

CHESAPEARE

OHIO RAILWAY EFFECTIVE JANUARY 7, 1805.

TRAINS LEAVE RICHMOND, BROAD-

EFFECTIVE JANUARY 7, 1895.

TRAINS LEAVE RICHMOND, BROADSTREET STATION.

8:50 A. M. Daby, with Pullman, for Norfolk, Portsmouth, Old Point, Newport News, and local stations, Newport News, Old Point, Norfolk, and Portsmouth, Old Point, Norfolk, and Pollman Steppers Gordonsville to Cincinnati and St. Louis Limited, daily, with Parlor-car to Gordonsville and Pullman Steppers Gordonsville to Cincinnati and St. Louis Stope only at important stations, Meals served on Dining-1973.

No. 7, Local Train, except Sunday, No. 7, Local Train, except Sunday, follows No. 1 from Charlottesville to Gosben.

5:30 P. M. Local Train, except Sunday, Accommodation for Charlottesville to Gosben.

10:30 P. M. Dally, for Cincinnati, with F. F. V. Pullman to Hinton, and Gordonsville to Cincinnati and Louisville, Meals served on Dining-Cars. Connects at Covington. Va., on Mondays, Wednesdays, and Saturdays for Virginia Hot Springs.

TRAINS LEAVE EIGHTH-STREET STATION.

8:55 A. M. Daily, for Lynchburg and Clifton Forge, Connects at Bremo, except Sanday, for Rosney; at Lynchburg, daily, with Norfolk and Western for the Southwest, and with Southera Italiway for North and Scentical Action for Columbia.

TRAINS ARRIVE AT RICHMOND, BIOAD-SPEED STATION.

8:50 P. M. Daily, from Cincinnati and Louisville. Am Daily, from Cincinnati and Louisville. Am Daily, from Cincinnati and Louisville. Am Daily, from Norfolk and Old Point.

8:50 P. M. Daily, from Cincinnati and Louisville. Am Daily, from Norfolk and Old Point.

8:50 P. M. Daily, from Norfolk and Old Point.

8:50 P. M. Daily, from Norfolk and Old Point.

8:50 P. M. Daily, from Norfolk and Old Point.

8:50 P. M. Daily, from Norfolk and Old Point.

8:50 P. M. Daily, from Norfolk

TRAINS ARRIVE EIGHTH-STREET 8:45 A. M. Except Sunday, from Colum-bia. 6:00 P. M. Deily, from Lynchburg, Lex-ington, Va., and Clifton Forge, JOHN D. POTTS, ja 5 Division Passenger Agent.

STEAMSHIP COMPANY. Appointed sailing days; Every TUES-DAY and FRIDAY at 1 P. M., and every SUNDAY at 5 A. M.
Freight for Tuesday's and Friday's steamers received till sailing hour; for Sunday's steamer till 5 P. M. Saturday. Freight received dairy until 5 P. M. Fare, 89.
For further information apply 19.
For further information apply 19.
General Southern Agent; office, Rocketts, W. P. CLYDE, & CO., ja 5 General Agents, Philadelphia.

THE ONLY LINE maintaining a regular ser-

Spring Sailings, Express Steamers.

Besides DIRECT HAMBURG SERVICE by Twin-Screw Mail Steamships and other steamships from New York every Saturday. First Cabin, 345. Intermediate, 327. HAMBURG-AMERICAN LINE, 77 Broadway, New York. W. B. PALMER & CO. Richmond, Va.

EMULSION OF COD-LIVER OIL With Hypophosphites.

PRICE 50 CENTS. For Coughs, Colds. Bronchitis, and all diseases of the Throat and Lungs. Treed and approved for 30 years. Preparet only by

PURCELL, LADD & CO.

TRAINS ARRIVE AT RICHMOND 4:50 P. M., From Atlanta and Augusta, 8:40 A. M., From Keysville.

THE FAVORITE ROUTE NORTH.

TRAIN No. 10, 3:20 P. M.

LOCAL EXPERESS, daily. Stops at all stations. At Lester Manor connects with stage for Walkerton; also, at West Point with York-river steamers for Baltimore.

Steamers leave Baltimore at 4 P. M., and West Point 3:30 P. M., daily, except Sunday.

Trains from West Point arrive at Richmond at 10:30 A. M., daily, and at 8:30 P. M., daily, except Sunday.

TRAIN No. 44, 6:45 A. M.
LOCAL MIXEID, daily, except Sunday, leaves Twenty-third street for West Point and intermediate points.

Ticket-office at station, foot of Virginia street. Open from 5:00 A. M. to 6:00 P. M., and from 9:00 P. M. to 12:40 A. M.
J. M. CULP.

Traffic Manager. General Pass. Ag't. W. H. GREEN, General Manager Eastern System.

J. S. R. THOMPSON, Superintendent.

ern System.

J. S. B. THOMPSON, Superintendent,
JOHN M. BEALL. Travelling Pass
ger Agent, 929 east Main street, Richme

TRAINS LEAVE RICHMOND:

9:09 A. M., Arrive Petersburg 9:31 A. M., Norfolk II:25 A. M. Stops only at Petersburg, Waverly, and Suffolk Va.

9:05 A. M., Arrives Petersburg 9:50 A. M., Weldon II:15 A. M., Fayette-ville 4:25 P. M., Charleston II:17 P. M., Savannah I:19 A. M., Jacksonville 7:00 A. M., Connects at Wilson with No. 47, arriving Goldzboro 3:05 P. M., Pullman Sleeper New York to Port Tampa.

2:05 P. M., Local, arrives Petersburg 3:12 P. M., Makes all stops.

5:10 P. M., Arrives Petersburg 5:50 P. M., Norfolk 8:30 P. M., Makes all stops.

7:13 P. M., Arrives Petersburg 7:50 P. M., Arrives Petersburg 5:50 P. M., Norfolk 8:30 P. M., Makes all stops.

Norfolk 8:40 P. M. Makes all stops.

7:13 P. M., Arrives Petersburg 7:46 P. M., Weldon 9:27 P. M., Fayette-ville 12:53 A. M., Charleston 6:10 A. M., Savannah 7:15 A. M., Jacksonville 12:30 P. M. NEW LINE TO MIDDLE GEORGIA POINTS.—Arriving Alken 7:30 A. M., Augusta 8 A. M., Macon II-90 A. M., Atlanta 12:15 P. M. Pullman Sieeper New York to Charleston, St. Augustine, Port Tampa, Alken, Augustia, and Macon.

pa, Aiken, Augusta, and Macon.

11:40 P. M., Arrive Petersburg 12:25 A. M., Burkeville 2:41 A. M., Lynon-burg 4:55 A. M., Roanoke 6:55 A. M., Bristol 11:59 A. M., Pullman Sieeper Richmond to Lynchburg.

12:33 A. M., Arrives Petersburg 1:95 A. M., Pullman Sieeper Richmond to Lynchburg.

12:33 A. M., Arrives Petersburg 1:95 A. M., Weldon 2:48 A. M., Henderson 4:94 A. M., Raieigh 5:17 A. M., Elberton 2:94 P. M., Atlanta 5:99 P. M. Pullman Sieeper Washington to Atlanta, 5:99 P. M. Pullman Sieeper Washington to Atlanta, TRAINS ARRIVE RICHMOND:

3:46 A. M., From Jacksonville Savannah, Charleston, Atlanta, Macon, Augusta, and Weldon.

5:40 A. M., Atlanta, Athens, and Raieigh, 8:25 A. M. Lynchburg and Raieigh.

STEAMSHIP COMPANY.

6.35 P. M. Jacksonville. Savannah, Charleston, Wilmington, Golds-boro', and Weldon, 790 P. M., Norfolk, Suffolk, Waverly, and Petersburg.

N& W Norfolk Western R.R.

General Passenger Agents

S. A. L.

SCHEDULE IN EFFECT SUNDAY, DECEMBER 23, 1894.

No. 465, No. 23.

Daily.

Liv. Richmond [233 A.M. 9:56 A.M.
Ly. Peters'bg (Union Station) 1:06 A.M. 9:50 A.M.
Lv. Peters'bg (Washington) 1:06 A.M. 9:50 A.M.
Lv. Peters'bg (Washington) 1:06 A.M. 1:52 P.M.
Ar. Henderson 4:09 P.M.
Ar. Raieigh 5:17 A.M. 1:52 P.M.
Ar. Raieigh 5:17 A.M. 1:52 P.M.
Ar. Raieigh 5:17 A.M. 1:52 P.M.
Ar. Bouthern Pines. 7:10 A.M. 6:27 P.M.
Ar. Wadesboro' 8:22 A.M. 8:10 P.M.
Ar. Wadesboro' 8:22 A.M. 8:10 P.M.
Ar. Monroe 9:22 A.M. 8:10 P.M.
Ar. Charlotte 19:09 A.M. 10:00 P.M.
Ar. Charlotte 9:09 A.M. 10:00 P.M.
Lv. Monroe 9:22 A.M. 8:10 P.M.
Ar. Charlotte 9:09 A.M. 10:00 P.M.
Lv. Monroe 9:37 A.M. 19:20 P.M.
Lv. Monroe 9:37 A.M. 19:20 P.M.

THE OBLY LIME maintaining a regular service to Ar. Monroe 10:00 A.M., 10:00 P.M.
Lv. Monroe 9:37 A.M. 9:20 P.M.
Ar. Chester 10:51 A.M. 10:50 P.M.
Ar. Chiton 12:04 P.M. 12:10 A.M.
Ar. Greenwood 12:08 P.M. 12:57 A.M.

 Ar. Augusta
 3:35 P.M. II:29 A.M.

 Ar. Abbeville
 1:15 P.M. I:29 A.M.

 Ar. Abbeville
 1:15 P.M. I:29 A.M.

 Ar. Elberton
 2:30 P.M. 2:31 A.M.

 Ar. Athens
 5:03 P.M. 3:40 A.M.

This Line fields the Record for Fastest Timeon
This Route.